



Chesterfield County, Virginia

Memorandum

DATE: JULY 27, 2007
TO: CHESTERFIELD COUNTY PLANNING COMMISSION
FROM: KIRKLAND A. TURNER, DIRECTOR OF PLANNING *KAT*
SUBJECT: NORTHERN COURTHOUSE ROAD COMMUNITY PLAN

Attached is the draft *Northern Courthouse Road Community Plan* (revised 5-15-07) for your consideration during the August 21, 2007 Planning Commission work session.

Please contact Steven Haasch at (804) 796-7192 if you have any questions.

Northern Courthouse Road Community Plan (Proposed)

A proposed amendment to parts of The Powhite/Route 288 Development Area Plan (adopted in 1985), the Northern Area Plan (adopted in 1986), the Midlothian Area Community Plan (adopted in 1989), and the Route 360 Corridor Plan (adopted in 1995).

Status of This Proposed Amendment

The Chesterfield County Planning Department is updating the comprehensive plan for the northern area of the county. Eleven area plans originally adopted between 1985 and 1998 will be updated through this planning process. The planning area geography is approximately 50 square miles. When this update process started in 2004, the original intent was to develop one plan for the entire northern area. However, due to the size and diversity of the northern part of Chesterfield County, the area is now divided into four area plans. The first of these plans to be undertaken is the proposed *Northern Courthouse Road Community Plan*.

Version: Proposed plan amendment recommended by the Planning Commission as of May 15, 2007.

This is a proposed amendment to replace parts of: *The Powhite/Route 288 Development Area Plan*, adopted by the Chesterfield County Board of Supervisors on October 9, 1985; the *Northern Area Plan*, adopted by the Chesterfield County Board of Supervisors on August 13, 1986; the *Midlothian Area Community Plan*, adopted by the Chesterfield County Board of Supervisors on April 12, 1989; and the *Route 360 Corridor Plan*, adopted by the Board of Supervisors on May 10, 1995. This proposed plan is anticipated to go through numerous reviews and revisions before adoption by the Board of Supervisors.

Anticipated Additional Plan Review Steps:

- Board of Supervisors public hearing(s) and final disposition

The supporting documents referenced in this plan will not be published in the *Plan for Chesterfield*, but will be available through other sources.

For more information on the status of the proposed Northern Courthouse Road Community Plan, see the Planning Department website at www.chesterfield.gov/plan or contact project manager Steven Haasch at haaschs@chesterfield.gov or 804/796-7192.

Note: This section will be removed from the plan upon adoption

Summary of Key Findings and Recommendations

- **Importance of the Courthouse Road Corridor:** The proposed plan recognizes Courthouse Road as a principal transportation corridor for the entire northern part of Chesterfield County. It acknowledges the economic development and transportation benefits of effectively guiding the future development of many vacant and underutilized properties along the corridor, and promotes greater flexibility in any future development of these properties by recommending a mix of office and higher density residential uses.
- **Moody Tract Conservation Easement:** The proposed plan recognizes the conservation easement on the Moody tract by recommending the land use category “Privately Held Open Space” on that property.
- **Encourage a Residential Variety:** The proposed plan seeks a greater residential variety through the recommendations of the land use plan map, and by supporting the Affordable Housing Task Force’s efforts as well as the Residential Development Amendments Project.
- **Promote Economic Development Opportunities:** The proposed plan amendment promotes economic development by recommending and protecting areas designated for employment-generating uses.
- **Encourage Healthy Neighborhoods:** The proposed plan encourages healthy neighborhoods through land use transitions from higher to lower intensity uses, and by supporting compatibility between new and existing neighborhoods.
- **Subdivision and Utilities Ordinance:** The proposed plan recommends the adoption of amendments to the Subdivision and Utilities Ordinances requiring the mandatory use of public water and wastewater systems.
- **Transportation:** The proposed plan identifies transportation needs and recommends modifications to the county’s *Thoroughfare Plan*.

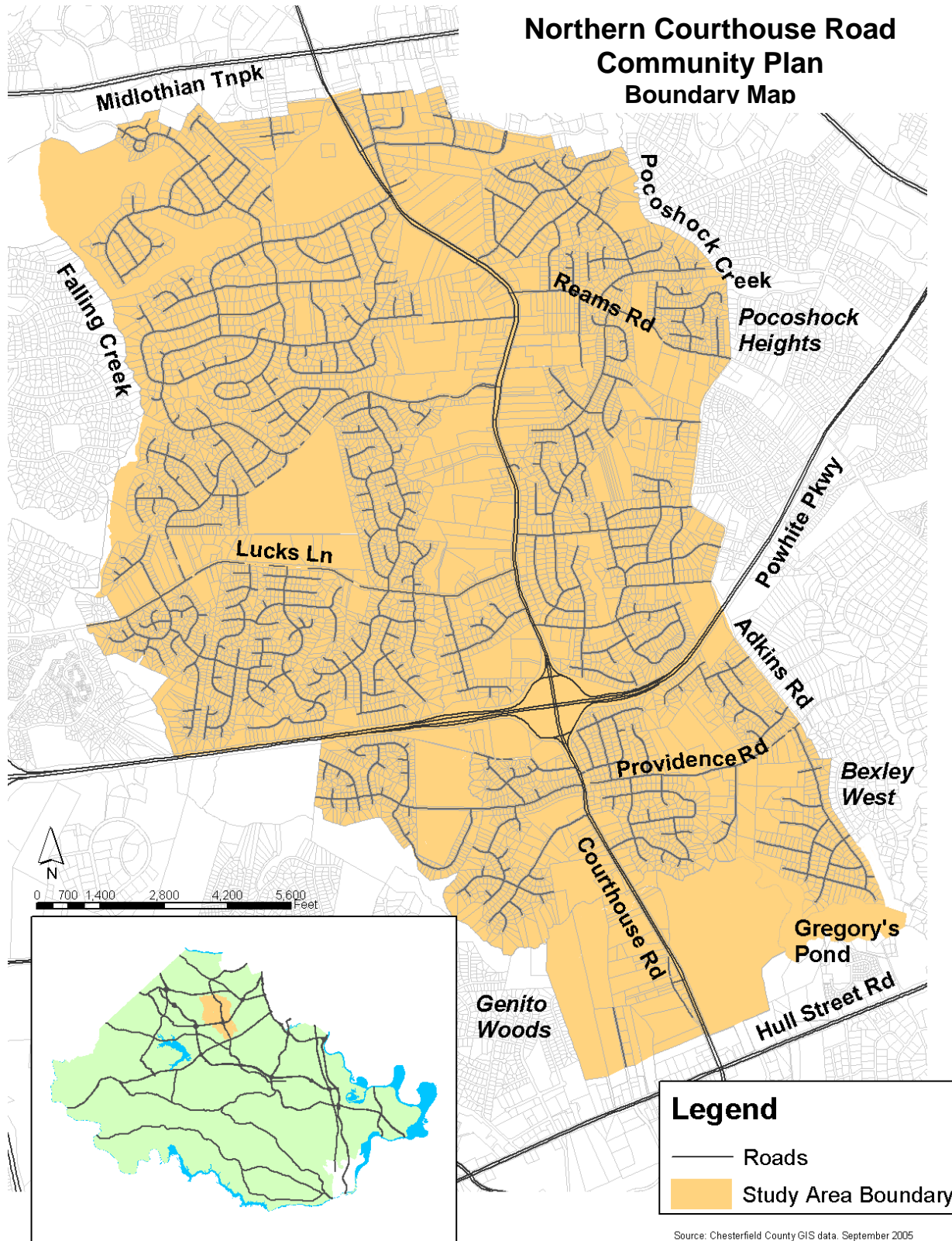
I. Introduction

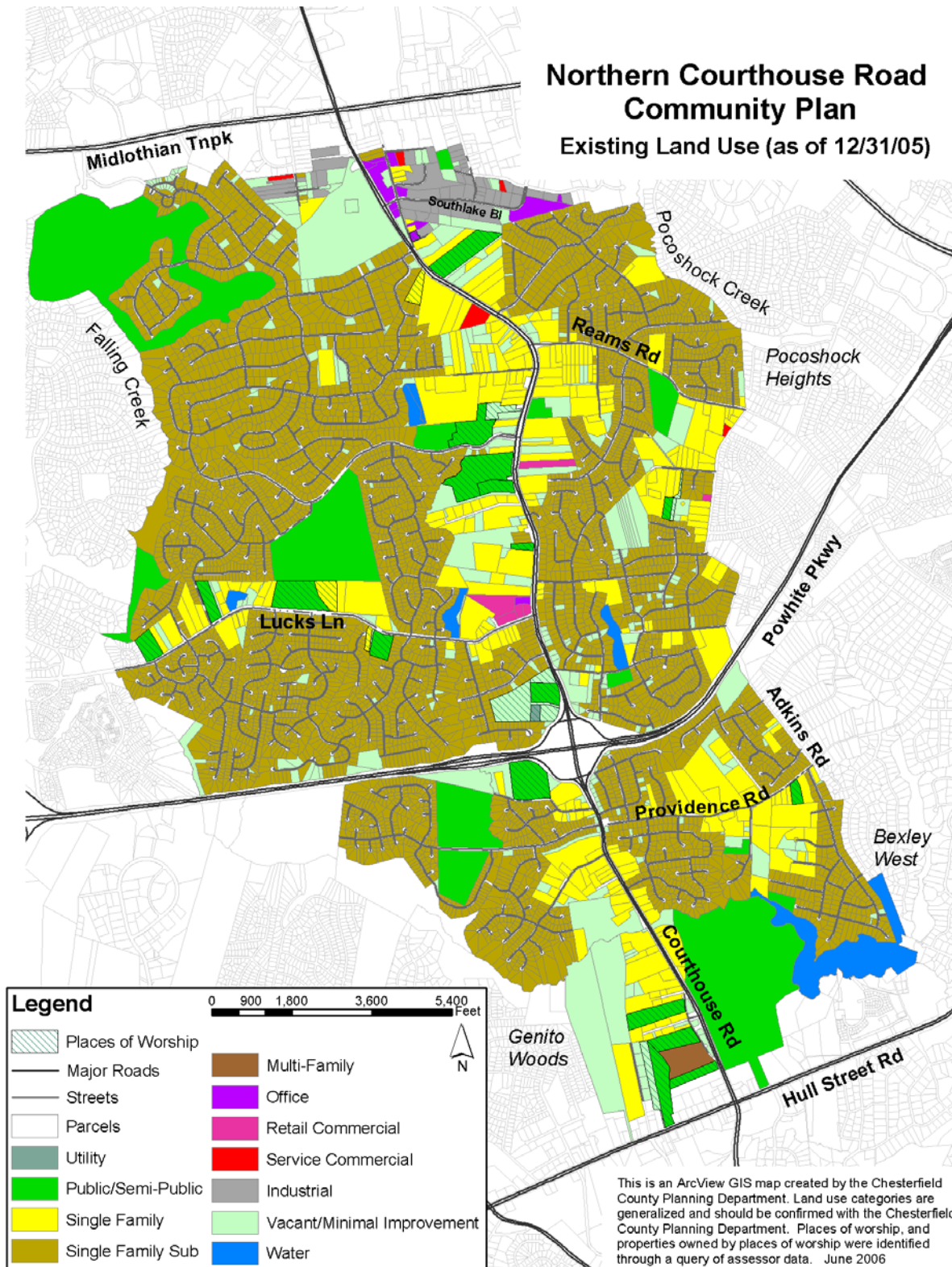
The *Northern Courthouse Road Community Plan* will amend portions of several comprehensive plans. These plans are: *The Powhite/Route 288 Development Area Plan* (adopted in 1985); the *Northern Area Plan* (adopted in 1986); the *Midlothian Area Community Plan* (adopted in 1989); and the *Route 360 Corridor Plan* (adopted in 1995).

Planning Area Boundaries (see Boundary Map)

In general, the *Northern Courthouse Road Community Plan* boundaries are: Falling Creek and the Genito Woods neighborhood to the west; Pocoshock Creek, Adkins Road, and the neighborhoods of Pocoshock Heights and Bexley West to the east; the rear boundary of properties fronting Midlothian Turnpike to the north; and the rear boundary of properties fronting Hull Street Road and Gregory’s Pond to the south. The *Plan* geography includes the following neighborhoods: Adkins Ridge, Amber Forest, Arrowhead, Ashington at Stonehenge, Ashley Woods, Ashley Woods East, Beechwood Farm, Brandon, Brandywine Forest, Briarcliff, Bridlewood Forest, Castle Glen, Central Heights, Chestnut Hills, Courthouse Acres, Dakins Landing, Eaglewood, Exbury, Finchley, Forest Acres, Heatheridge, Hylton Park, Kin-Rey, Lake Crystal Farms, Loch Braemar, Loch Haven, Logan Trace, Mansfield Crossing, Mansfield Landing, Monacan Hills, Oak Hill, Pleasant Ridge, Poplar Creek, Providence Creek, Reams Run, Ridgefield, Runnymede, Shenandoah Hills, Smoketree, Smoketree Ridge, Smoketree South, Smoketree Woods, Solar II, Spirea, St. James Woods,

Stonecrop, Stonehenge, Stonehenge Commons, Stonehenge Hills, Stonehenge Mews, Stonehenge-Amesbury, Sunny Dell Acres, Thomas Howell Property, Wagstaff, Wedgewood, Westbury, and Willesden at Stonehenge.





How this Plan Works

Chesterfield County's comprehensive plan, *The Plan For Chesterfield*, is used by citizens, staff, the Planning Commission and Board of Supervisors as a guide for decisions affecting the county, including, but not limited to, those regarding future land use, transportation networks and zoning actions. However, the *Northern Courthouse Road Community Plan* represents only one part of the county's comprehensive plan. It is one of about twenty area, corridor and village plans, each of which focuses on managing and directing the future pattern of development within a specific geography of the county, taking into account the unique development pattern and development history of the area.

As any plan geography is but one part of the larger community of Chesterfield County, the needs of a specific area must be considered within the context of the needs of the county as a whole. Other components of *The Plan For Chesterfield* are countywide plans, which address issues and needs on a countywide basis. These include: the *Thoroughfare Plan*, the *Water Quality Protection Plan*, the *Public Facilities Plan*, the *Bikeway Plan* and the *Riverfront Plan*.

Background Analysis

The Planning Department, in conjunction with other county departments, assessed existing conditions and development trends within the planning area. The results were summarized and shared with public officials and interested citizens throughout early phases of the plan development process. These and other assessments and analyses serve as the basis for the Goals and Recommendations of this plan, and are available for review as supporting documents, A through C.

- Supporting Document A – Northern Courthouse Road Plan: Existing Conditions and Issues
- Supporting Document B – Northern Courthouse Road Plan: Land Use Analysis – Residential, Office, Commercial and Industrial
- Supporting Document C – Northern Courthouse Road Plan: Transportation Options

II. A Plan for Action

The *Northern Courthouse Road Community Plan* recognizes Courthouse Road as a principal transportation corridor for the entire northern portion of Chesterfield County. Economic development and transportation benefits will be the result of effectively guiding the future development of many vacant and underutilized properties along the corridor. In addition, this amendment will promote greater flexibility in any future development along the corridor by recommending a mix of office and higher density residential uses.

The *Northern Courthouse Road Community Plan* will help guide future development in ways that balance the interests of Chesterfield County's current and future residents, landowners, businesses and development community. Specifically, the Code of Virginia defines the primary purpose of the comprehensive plan as follows:

To guide and accomplish a “coordinated, adjusted and harmonious development” of county lands “which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare” of county citizens.

The *Northern Courthouse Road Community Plan* makes no attempt to determine the current or short-term marketability of any one parcel for any one use. Rather, it attempts to anticipate future needs for broad categories of uses throughout the planning area for the next twenty years. In

addition, the *Northern Courthouse Road Community Plan* does not rezone land, but serves as a guide for making decisions relative to future rezoning applications. Finally, the plan attempts to suggest the proper relationship of land uses to one another and to the wider community. Market forces (availability and price of land, location, character and age of competing businesses, site specific characteristics such as topography and visibility from roads, accessibility to roads, area demographics, etc.) will determine the desirability of a specific use on one parcel over another, as well as the timing for developing such use, based on the principle of 'highest and best use'. The zoning process will determine the appropriateness of such use on a case-by-case basis by applying principles of desirable land use development patterns embodied in the comprehensive plan.

To these ends, the Planning Commission and Board of Supervisors have incorporated into *Land Use Plan* amendments guidelines that promote development patterns which facilitate the orderly, harmonious, predictable and efficient use of the county's resources. These guidelines, as they apply to specific plan areas of the county, are embodied in the goals and recommendations of adopted plan amendments.

Goals and Recommendations – Land Use

Land Use Goal 1: *Encourage orderly development patterns.*

This plan amendment carries forward the principle of fostering an orderly and generally predictable pattern of development as found in *The Plan for Chesterfield*.

Recommendation

- A. ***Flexible Development:*** *Use the Office/Residential Mixed Use category as shown on the Land Use Plan map to encourage a greater flexibility of uses.*

Courthouse Road is a major arterial roadway situated between two major commercial and employment-generating corridors, Midlothian Turnpike and Hull Street Road. In addition, the area is serviced by, and has access to, a variety of existing public facilities. Furthermore, developments immediately outside of the geography are planned for significant employment centers. However, the uses along this section of Courthouse Road reflect a mix of agricultural and large-acre single family developments. Many of these properties could provide housing and some professional and administrative services to citizens within, and outside of, this geography.

Land Use Goal 2: *Encourage a greater variety of residential types.*

This plan amendment carries forward the principle of providing for a variety of residential areas, thereby allowing residents a choice of neighborhoods and living environments found in *The Plan for Chesterfield*.

Recommendations

- A. ***Housing Types:*** *Encourage a variety of housing types.*

Currently, the housing choices in the geography are characterized by single family detached homes in subdivisions. *The Plan for Chesterfield* calls for the provision of a variety of residential areas allowing residents a choice of neighborhood and living environments. One way this can be carried out is through the Office/Residential Mixed Use category, which allows a range of housing densities and types.

- B. ***Residential Development Amendments Project:*** *As part of the Planning Department's on-going Residential Development Amendments project, consider various clustering and conservation-subdivision options as possible new Zoning Ordinance residential categories.*

The Planning Department has embarked on a project to update the residential portion of the county's zoning ordinance. Considering additional development options as part of the Residential Development Amendments project will offer opportunities to develop neighborhoods of unique character and sensitivity to the environment, while allowing residential development to occur at densities suggested by the comprehensive plan.

- C. ***Workforce Housing:*** *As part of its ongoing efforts to address workforce housing issues throughout the county, the Chesterfield County Workforce Housing Task Force should develop affordable housing strategies that will help meet the needs of all current and future residents in the Northern Courthouse Road Community planning area.*

The Code of Virginia requires that comprehensive plans address affordable housing. The county has established the Workforce Housing Task Force to review this issue and make recommendations to address this need.

The Code of Virginia calls for the comprehensive plan to recognize affordable housing as an economic and quality-of-life issue. To meet the intent of state law, the comprehensive plan strives to identify sufficient locations, and consistent criteria, for the provision of diverse housing opportunities to provide housing prospects for all segments of the county's population.

Land Use Goal 3: *Promote economic development opportunities.*

This plan amendment carries forward the principle of sustaining a healthy economy through an effective economic development approach that is designed to improve the standard of living and quality of life for Chesterfield County citizens as found in *The Plan for Chesterfield*. To this end *The Plan for Chesterfield* encourages the identification and protection of key sites for future industrial and commercial uses. New residential development should be discouraged in these areas.

Recommendations

- A. ***Employment Generating Uses:*** Discourage residential development from locations the plan recommends for employment generating uses.

Employment generating uses produce tax revenues, which defray the costs of providing services to county residents. In addition, such uses provide jobs both within the county and close to residential areas, thereby reducing commuting distances, travel time, air and water pollution and travel expenses. Residential uses are accommodated in more appropriate locations as suggested in the Land Use Plan map.

Land Use Goal 4: *Protect important resources.*

This plan amendment carries forward the principle of protecting the environment and enhancing the county's quality of life by recommending planning and design that preserves environmental functions and protects important environmental resources as found in *The Plan for Chesterfield*.

Recommendation

- A. ***Conservation/Recreation Corridors:*** Identify conservation/recreation corridors.

The planning area has several stream valleys with resource protection areas (RPAs), much of which is currently protected from intense development by county, state and federal regulations. These regulations are designed to preserve environmentally sensitive areas such as wetlands, wildlife habitat and floodplains. In addition, such corridors provide visual and distance separation between lower density residential and higher density residential and non-residential development.

Land Use Goal 5: *Encourage healthy neighborhoods.*

This plan amendment carries forward the principle of encouraging the county's established neighborhoods and commercial areas to remain healthy as found in *The Plan for Chesterfield*.

Recommendations

- A. ***Provide Land Use Transitions:*** *Encourage land use transitions between higher density residential, office, commercial and/or industrial rezoning that have the potential to encroach upon existing and/or planned lower density residential areas.*

A hierarchy of land uses, from more-to-less intense uses, provides the best protection to residential neighborhoods. Other protections (such as existing ordinance requirements for buffers, setbacks, landscaping, and design standards which reduce nuisances such as noise, and light, etc.) are supplemental mitigation to the primary separation provided by physical separation between incompatible uses. Therefore, transitional uses contribute to the overall appearance and livability of the community.

- B. ***Residential Compatibility:*** *Continue to use the zoning process to encourage new residential subdivisions with sole access through an existing or planned subdivision to meet or exceed the average lot size of, and have a density equal to or less than, the existing subdivision.*

New subdivisions developing within the study area increase the availability of housing in this part of the county. However, such residential development should be designed to protect existing neighborhoods and enhance the larger community, especially where there is an existing development pattern that is less dense than the allowed density of the new subdivision. The county has limited statutory ability to demand less dense development in these locations.

Land Use Goal 6: *Require the mandatory use of the public water and wastewater systems.*

This plan amendment carries forward the principle of promoting a timely, orderly and efficient arrangement of public facilities and services to serve existing and future development as found in *The Plan for Chesterfield*.

Recommendation

- A. ***Subdivision and Utilities Ordinances:*** *Consider ordinance amendments to require mandatory connection to the public water and wastewater systems.*

Use of the public water and wastewater systems will allow a flexibility of development that would not otherwise be possible. This flexibility could include residential development of a wider range of densities and configurations than would be possible without public water and sewer.

Goals and Recommendations - Transportation

Transportation Goal: *Provide a safe, efficient, and cost effective transportation system.*

The county *Thoroughfare Plan*, which was originally adopted by the Board of Supervisors in 1989, identifies right-of-way classifications of existing roads, and right-of-way classifications and general alignments of future roads. As development occurs in the *Northern Courthouse Road Community Plan* area, in other areas of the county, and in the region, road improvements will be needed in this area to accommodate increasing traffic volumes and reduce congestion.

Recommendations

- A. *Approve a modification to the Adopted Thoroughfare Plan, as shown on the attached map, to delete the Southlake Boulevard/Branchway Road Connector. This proposed road would have connected Southlake Boulevard with Courthouse Road at the Edenberry Drive intersection. Due to existing development that precludes making this connection, staff recommends deletion of this proposed Collector Road.*
- B. *Approve a modification to the Adopted Thoroughfare Plan, as shown on the attached map, to make the future extension of Suncrest Drive to Courthouse Road the “through” movement, with the Paulbrook Drive extension intersecting Suncrest Drive from the west. The current Thoroughfare Plan shows the Paulbrook Drive extension being the “through” movement to Courthouse Road. Making Suncrest Drive the through movement will better accommodate through-traffic, and traffic generated by the proposed land uses in this part of the Plan area.*
- C. *Approve a modification to the Adopted Thoroughfare Plan, as shown on the attached map, to delete the proposed Collector Road through the Moody Tract, connecting Grove Road with Courthouse Road at the existing Southlake Boulevard intersection. This modification is in conjunction with the designation of the Moody Tract as “Privately Held Open Space.”*
- D. *Continue zoning and development review practices to encourage development proposals to conform to the Thoroughfare Plan with respect to the construction of road improvements and the dedication of right-of-way.*
- E. *Continue zoning and development review practices to encourage development proposals to include mitigation of their traffic impacts by providing road improvements and controlling the number of direct accesses to major arterial and collector roads.*
- F. *As improvements are provided on roads identified in the county’s Bikeway Plan, continue to consider incorporating bicycle facilities.*

Limitations and Opportunities

In the *Northern Courthouse Road Community Plan* area, existing development limits the opportunities to plan for additional new roads. The limited potential for new roads in this area of the county will make it necessary for existing roads to carry the majority of traffic generated by future development. Without improvements, some of these roadways will become congested.

Several of the major roads in the *Plan* area are already at capacity. Sections of Courthouse Road currently carry from 35,000 to 51,000 vehicles per day (vpd) and are at or near capacity. Reams Road (11,900 vpd), Providence Road (7,700 vpd), and the two-lane section of Lucks Lane west of Spirea Road (10,600 vpd) are all at capacity. Traffic volumes on Providence Road and Reams Road have remained relatively unchanged in recent years. However, traffic volumes on these roads and on Courthouse Road and Lucks Lane can be expected to increase in the future as development within the *Plan* area and the surrounding region occurs.

The section of Courthouse Road in the *Plan* area was recently widened to four and six lanes. The Courthouse Road project also made improvements to Lucks Lane, and to Providence Road at its intersection with Courthouse Road. There are two other projects in or near the *Northern Courthouse Road Community Plan* area that are included in the county's current Secondary Six Year Construction Plans:

1. Reams Road – turn lane additions at various locations from Adkins Road to Wadsworth Drive.
2. Courthouse Road at Hull Street Road – construction of a southbound right turn lane to provide dual right turn lanes on Courthouse Road.

Construction dates for these projects are yet to be determined.

Staff has estimated that it could cost approximately \$3 billion countywide to upgrade existing roads, excluding freeways, to accommodate the increased traffic resulting from build-out. Approximately \$88 million of those road costs would be in the *Plan* area.

Based on current VDOT revenue forecasts, the county anticipates receiving an average of only about \$27 million per year in the coming years, countywide, to improve both Primary and Secondary roads. The prospects for additional state funding are uncertain at best. Even if the county were to receive \$27 million a year for the next 50 years, there would be an anticipated shortfall of approximately \$1.6 billion. A shortfall in funding for road improvements is not unique to Chesterfield County. It is impacting other localities around the state, and around the country.

Several potential options have been considered for supplementing the road improvement funds received from the state. These options are outlined in the *Supporting Document C - Northern Courthouse Road Amendment: Transportation Options*.

Due to existing roadside development along Reams Road and Providence Road, it is unlikely that major improvements to these roads will be possible. Other than possible shoulder improvements or the addition of turn lanes at intersections, the existing two-lane roads will have to accommodate any future traffic volume increases.

There are numerous small parcels along Courthouse Road that are currently developed as single-family homes. Each of these parcels has direct driveway access to Courthouse Road, with access spacings of from 80 to 300 feet. The proposed *Plan* recommends these parcels for "Office/Residential Mixed Use", and allows for the conversion of these existing residences to office uses with appropriate exceptions to bulk requirements to accommodate adequate parking. Redevelopment to this Land Use may result in slightly higher traffic generation per parcel, with substandard access spacing. However, the recommended land use will result in a relatively low density of development on each individual parcel, and there is the possibility of aggregation of parcels to achieve better access spacing.

There are also numerous parcels along and in the vicinity of Berrand Road that are recommended in the *Plan* for "Office". More specifically, the *Plan* calls for Office development in

this area to consist of professional and administrative offices of one-story, residential in character, and requires that all parcels must be aggregated in order to be developed. Berrand Road currently provides access for less than 20 single-family homes, and intersects Courthouse Road at a crossover that is approximately 480 feet south of the traffic signal at Reams Road. This access spacing is inadequate for any redevelopment that could generate high volumes of traffic. Redevelopment in this area should include closing the Berrand crossover or restricting turns, or providing a new access to Courthouse Road to align with the Reams Road traffic signal.

The *Plan* also recommends “Office” for the southeast quadrant of the Courthouse Road/Reams Road intersection. Access for these parcels to Courthouse Road should not align with the existing crossover at Berrand Road, which has inadequate spacing from the Reams Road intersection to allow for signalization. In addition, the potential access spacing for these parcels from Courthouse Road along Reams Road is insufficient to allow for full access. Access to Reams Road should be limited to right-turns-in and right-turns-out only, with a raised median on Reams Road from Courthouse Road beyond the access.

The *Plan* also recommends “Office” for the northeast quadrant of the Courthouse Road/Reams Road intersection. There are no crossovers on Courthouse Road adjacent to these parcels. Therefore, access to Courthouse Road will be limited to should be limited to right-turns-in and right-turns-out only. Along Reams Road, the close proximity of the Reykin Drive intersection to Courthouse Road will not allow for providing adequate access. These parcels should have no direct access to Reams Road.

Sidewalks

Pedestrian access in the *Plan* area should be encouraged. Sidewalks have recently been constructed in the Smoketree subdivision along sections of Smoketree Drive, Gordon School Road, and Spirea Road. Funding priorities for sidewalk construction in the *Plan* area will be given to (1) Smoketree Drive, from the current terminus of the sidewalk at the community pool to Courthouse Road, and to (2) Spirea Road, from Mountain Laurel Drive to Lucks Lane.

Bikeway Plan

The Board of Supervisors adopted the county’s *Bikeway Plan* in 1989. The purpose of the *Bikeway Plan* is “to designate a coordinated system of bike facilities to connect county and State parks with other high bike traffic generators such as schools.” The *Bikeway Plan* is not intended to designate roads that are appropriate for bicycle travel, but to identify routes where bikeway facilities should be provided in conjunction with future road improvement projects. In the *Northern Courthouse Road Community Plan* area, Courthouse Road, Lucks Lane, Southlake Boulevard, and Providence Road east of Courthouse Road are designated in the *Bikeway Plan* as part of the “bikeway network”. Bike facilities have already been provided in conjunction with road improvement projects in the *Plan* area. In accordance with the *Bikeway Plan*, staff will consider including additional bike facilities along these roads in conjunction with future road improvements.

Public Transportation

The Chesterfield County Coordinated Transportation Program, Access Chesterfield, provides transportation services for any Chesterfield County resident who is disabled, or over age 60, or who meets federal income guidelines regarding poverty levels. Transportation providers are contracted by the Chesterfield County Access Chesterfield program to provide transportation service within the Chesterfield County, Richmond, Petersburg, Hopewell and Colonial Heights

metropolitan areas. The program offers advance reservations for ride sharing with other passengers.

North of the *Plan* area, the Greater Richmond Transit Company (GRTC) provides service between the Chesterfield Towne Center area and downtown Richmond.

GRTC also recently began service on the “Hull Street Commonwealth 20 Express” which provides express service to downtown Richmond utilizing the Powhite Parkway.

RideFinders provides numerous transit programs and services in the Richmond region, including organizing vanpools in response to commuters’ requests. RideFinders also provides a matching service to assist commuters in organizing carpools.

Northern Courthouse Road Community Plan

Land Use Categories

(See accompanying Land Use Plan Map)

Suggested densities of residential development include all property suggested for such densities regardless of any development limitations that may exist or may be anticipated (such as planned roads or other public facilities, environmental or topographical features, areas suggested on the plan for conservation/recreation, etc.)

Residential (1.5 or less dwellings per acre): Residences, places of worship, schools, parks and other similar public and semi-public facilities.

Residential (2.0 or less dwellings per acre): Residences, places of worship, schools, parks and other similar public and semi-public facilities.

Residential (2.5 or less dwellings per acre): Residences, places of worship, schools, parks and other similar public and semi-public facilities.

Note 8 on the Land Use Plan map: No direct access to Courthouse Road.

Residential (4.0 or less dwellings per acre): Residences, places of worship, schools, parks and other similar public and semi-public facilities.

Office/Residential Mixed Use: Professional and administrative offices and residential developments of varying densities. Supporting retail and service uses would be appropriate when part of a mixed use center of aggregated acreage under a unified plan of development. (Equivalent zoning classifications: R (various), O-2)

Note 1 on the Land Use Plan map: Areas north of Falling Creek and south of Southlake Boulevard should be limited to 6.0 units per acre or less.

Note 2 on the Land Use Plan map: Allow the conversion of existing residences to office uses with appropriate exceptions to bulk requirements in the Zoning Ordinance to accommodate adequate parking.

General Note: Smaller properties within this geography should be aggregated together under a unified plan of development, rather than being re-zoned in a piecemeal fashion wherever and whenever possible.

General Note: Additional multifamily development should be discouraged in this plan geography. Residential-townhouse uses may be more appropriate.

General Note: Development adjacent to properties owned by places of worship should be of a less-intensive and appropriate use than may otherwise be generally permitted in this category.

General Note: Office development within this plan category's geography should not exceed 15 percent of the total acreage recommended for this land use.

General Note: Office development should be of a design compatible with existing and planned neighborhoods.

Office: Professional and administrative offices. Retail and service uses that serve primarily office developments would be appropriate when part of a mixed use project of

aggregated acreage under a unified plan of development and when located interior to the project. (Equivalent zoning classification: O-2)

Note 3 on the Land Use Plan map: Professional and administrative offices; one story; residential in character; if you have an existing two-story building, it will be allowed. All parcels must be aggregated in this area in order to be developed.

Note 4 on the Land Use Plan map: Professional and administrative offices; one story; residential in character; if you have an existing two-story building, it will be allowed. All parcels must be aggregated in this area in order to be developed.

Note 5 on the Land Use Plan map: Professional and administrative offices; one story; residential in character; if you have an existing two-story building, it will be allowed. All parcels must be aggregated in this area in order to be developed. Redevelopment in this area should include closing the Berrand crossover or restricting turns, or providing a new access to Courthouse Road to align with the Reams Road traffic signal. If aggregation not achieved, the initial development will be responsible for providing the road improvements listed above.

Note 6 on the Land Use Plan map: Professional and administrative offices; one story; residential in character; if you have an existing two-story building, it will be allowed. All parcels must be aggregated in this area in order to be developed. Redevelopment in this area should include closing the Berrand crossover or restricting turns, or providing a new access to Courthouse Road to align with the Reams Road traffic signal. If aggregation not achieved, the initial development will be responsible for providing the road improvements listed above.

Neighborhood Mixed Use: Neighborhood-scale commercial uses, including shopping centers and service uses, that serve neighborhood-wide trade areas, as well as professional and administrative offices and residential developments of varying densities. (Equivalent zoning classifications: R (various), O-2, C-2)

General Note: Additional residential zoning and development, including apartments, townhouses and condominiums, is not appropriate in areas recommended for this land use category.

General Note: Smaller properties within this geography should be aggregated together under a unified plan of development, rather than being re-zoned in a piecemeal fashion wherever and whenever possible.

Community Mixed Use: Community scale commercial uses, including shopping centers, service and office uses that serve community-wide trade areas. Residential uses of various types and densities may be appropriate if part of a larger mixed-use project and the design is integrated with other uses. (Equivalent zoning classification: C-3)

General Note: Additional residential zoning and development, including apartments, townhouses and condominiums, is not appropriate in areas recommended for this land use category.

General Business Mixed Use: General commercial uses including, but not limited to, automobile-oriented uses and light industrial uses. (Equivalent zoning classification: C-5)

Light Industrial: Offices, warehouses and light industrial uses, including research and development uses and light manufacturing dependent upon raw materials first processed

elsewhere. Moderate industrial uses may be appropriate when designed, located and/or oriented to ensure compatibility with less intense uses, and where appropriate access and transitions are provided. Retail and service uses that serve primarily surrounding permitted industrial uses may be appropriate when part of a larger development. (Equivalent zoning classifications: I-1, I-2)

Note 7 on the Land Use Plan map: No direct access to Courthouse Road.

Public: Significant publicly owned properties (county, state and federal), including schools, parks, cemeteries and other public facilities, as well as publicly owned vacant land. Should such land be redeveloped for other uses, the appropriate uses would be those that are compatible with surrounding existing or anticipated development, as reflected by existing land uses, zoning, and/or the recommended land uses on the adopted comprehensive plan.

Conservation/Recreation: Lands adjacent to water bodies with perennial flow that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may cause significant degradation to the quality of state waters. Recommended land uses are those in conformance with the environmental provisions of the Chesterfield County Code. Where appropriate, some areas may be suitable for limited pedestrian, bicycle trails, or for other passive recreation activities. The boundaries of the conservation/recreation areas depicted on the plan are generalized and should be confirmed by the Chesterfield County Office of Water Quality.

Privately Held Open Space: Properties held either under easement or legally-binding contract.

DRAFT Northern Courthouse Road Community Plan as of 5/15/07

Legend Summary

See page 15 for definitions and general notes

- Residential: 1.5 dwellings/acre or less
- Residential: 2.0 dwellings/acre or less
- Residential: 2.5 dwellings/acre or less
- Residential: 4.0 dwellings/acre or less
- Office/Residential Mixed Use
- See Note 1 See Note 2
- Office
- See Note 3 See Note 5
- See Note 4 See Note 6
- Neighborhood Mixed Use
- Community Mixed Use
- General Business Mixed Use
- Light Industrial
- See Note 7
- Public
- Conservation/Recreation
- Privately Held Open Space

Throughfare Plan

- Limited Access 200' existing
- Major Arterial 120-200' existing
- Major Arterial 90' existing
- Collector 70' existing
- Collector 70' proposed
- Interchange
- Water
- Parcels
- Streets
- Streams

The Code of Virginia states 'the comprehensive plan shall be general in nature, in that it shall designate the general or approximate location, character, and extent of each feature shown on the plan.' The land use boundaries shown here should therefore be considered generalized. These boundaries and the future development potential of any property based on the recommendations of this plan should be confirmed with the Chesterfield County Planning Department.

The exact right-of-way widths and proposed road alignments should be verified with the Chesterfield County Transportation Department.

